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Williamstown

the "Berkshire Hills"

and Thereabout

SADDLEBACK MOUNTAINS, WILLIAMSTOWN.

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Williamstown

The "Berkshire Hills"

and Thereabout

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Fitchburg Railroad Company

"Hoosac Tunnel Route."

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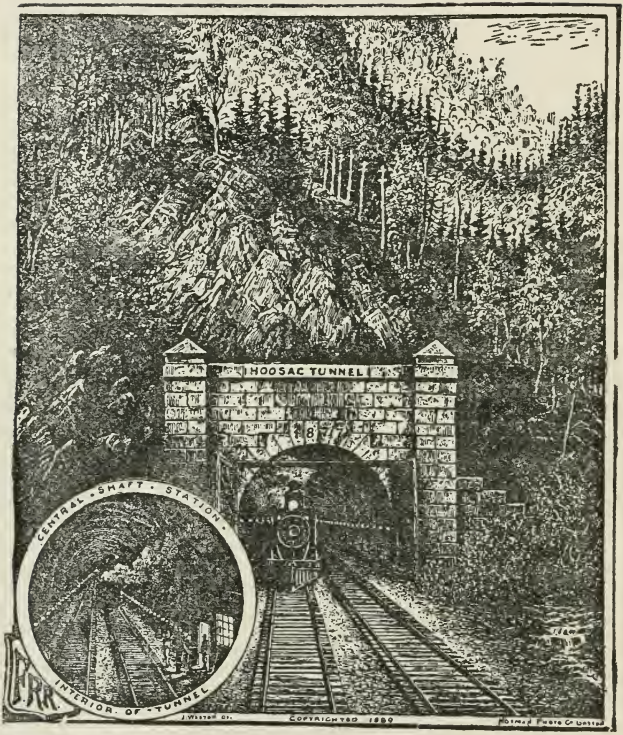

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Williamstown

"THE most charming New England Village," said an English traveler who not long ago visited Williamstown. Crowning an eminence in a bowl-shaped valley, between the rounded slopes of the Taconic Mountains and the more jagged ridges of the Hoosac range, with Greylock overshadowing one border and Mount Hopkins looking down upon the other, the natural beauties of Williamstown are indeed unsurpassed. Bryant sang of them in his apostrophe to "Green River." Successive generations of the sons of Williams College have proclaimed them to the ends of the earth. Scores of the substantial business men of New York, Albany, Troy, Washington and other cities treasure their recollections of summer vacations in their midst. Whether for a day's visit or a season's rest, Williamstown challenges comparison with all other eastern villages.

This delightful summer resort is in the northwest corner of Massachusetts; bounded on the north by Vermont and by New York on the west. The elevations that surround the village are by far the most

attractive of the well-known "Berkshire Hills." They form a part of the larger Green Mountain range, which extends, with gradually diminishing altitudes, from the Canada line through the center of Vermont and Western Massachusetts and Connecticut almost to the shores of Long Island Sound.

Numerous spurs of various heights jut out from the principal chains. Two of these, with the adjoining mountains, enclose Williamstown as in a vast amphitheatre, the Hoosac River flowing westward forming its northern vista, thence winding through a narrow valley into the open country beyond as it seeks the lower level of the Hudson. On the east, at seven miles distance, the Hoosac Mountain range rises abruptly, overhanging the large manufacturing town of North Adams, now almost a city. But the loftiest height is no obstacle to engineering skill. The mountain is pierced, almost within sight of Williamstown, by the famous Hoosac Tunnel, through which the trains of the Fitchburg Railroad pass and repass on their way between the Hudson and the Hub.

Williamstown is easy of access, it being situated on the Fitchburg Railroad Company's main line, 148 miles west of Boston; 43 miles east of Troy, and 57 miles southeast of Saratoga. The Fitchburg road is known otherwise as the "Hoosac Tunnel Route." Starting from New York or the south, the traveler reaches its

MAIN STREET.

rails at Troy ; coming from the west he meets them at Troy or Rotterdam ; from the north at Saratoga, Eagle Bridge or White Creek (North Bennington), and from New Haven at Shelburne Falls. And this Hoosac Tunnel Route is also the shortest between Boston and Buffalo and all western cities.

The following statement of routes and distances to and from Williamstown will be found convenient for reference :

Distances to Williamstown, Mass.

From	ROUTE.	Miles
NEW YORK	New York Central & Hudson River R.R. to Troy, then Fitchburg R.R.	191
	West Shore to Albany, Delaware & Hudson to Troy, Fitchburg R.R.	191
	Day Line or People's Line Steamer to Albany, Del. & Hudson to Troy, then FitchburgR.R. .	191
	Citizens' Line Steamer to Troy, then Fitchburg R.R.	191
NEW HAVEN . . .	New York, New Haven & Hartford to Shelburne Falls, then Fitchburg R.R.	128
HARTFORD	New York, New Haven & Hartford to Springfield, Connecticut River to Northampton, New York, New Haven & Hartford to Shelburne Falls, then Fitchburg R.R.	95
BOSTON	Fitchburg R.R.	148
PROVIDENCE . . .	Providence & Worcester to Worcester, then Fitchburg R.R.	152
RUTLAND	Bennington & Rutland to White Creek (North Bennington), then Fitchburg R.R.	77
	Delaware & Hudson to Eagle Bridge, then Fitchburg R.R.	82
MONTPELIER . . .	Central Vermont and Connecticut River Line to Greenfield, then Fitchburg R.R.	195
LAKE CHAMPLAIN Plattsburg	Delaware & Hudson to Saratoga, then Fitchburg R.R	187
	Lake Champlain Steamer to Fort Ticonderoga, Delaware & Hudson to Saratoga, then Fitchburg R.R.	187
LAKE GEORGE . . Caldwell	Delaware & Hudson to Saratoga, then Fitchburg R.R.	89
SARATOGA	Fitchburg R.R.	57
TROY	Fitchburg R.R	43

From New York and Albany the principal trains of the New York Central & Hudson River and of the Delaware & Hudson Company connect in the Union station in Troy with east-bound trains on the Fitchburg Railroad running direct to Williamstown and vice versa. Passengers on the night boats from New York have ample time for breakfast at a hotel in Troy, or at new and excellent dining rooms in the station, before taking the morning train on to Williamstown. Those arriving by the Day Line of Steamers up the Hudson may take a late evening train or remain in Albany or Troy over night.

From Buffalo and the West there are daily parlor or sleeping cars *via* the West Shore and *via* the Delaware & Hudson Railroads.

From the Catskills, take the West Shore R. R. or the Hudson River steamboats to Troy, and thence the Fitchburg Railroad.

From Saratoga, Lake George or the Adirondacks, solid trains run between Saratoga and Boston, stopping each way at Williamstown.

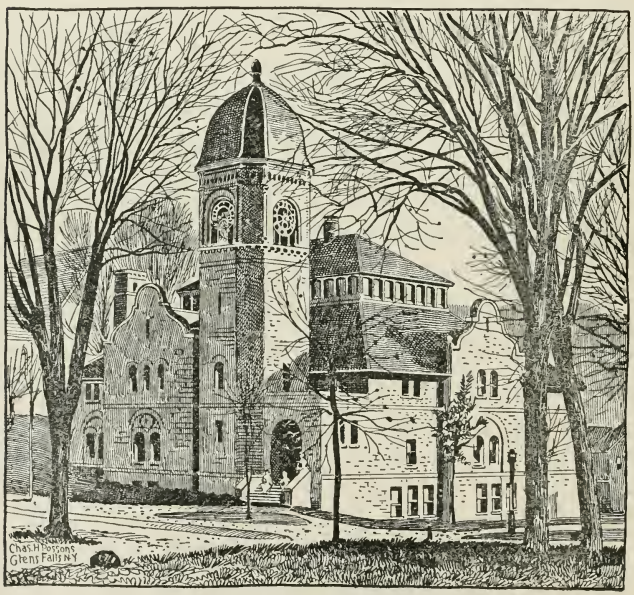
From Rutland and the North, close connection is made with Fitchburg Railroad trains at Eagle Bridge and Hoosick Junction.

From Hartford, Springfield and New Haven, trains connect at Greenfield and Shelburne Falls with those of the Fitchburg Railroad.

From the White Mountains and the Green Mountains, passengers will connect with the Fitchburg Railroad trains at Greenfield.

From Providence and Worcester, take the direct route *via* Gardner.

The Fitchburg trains are equipped with the best modern day, parlor and sleeping cars, and almost every part of the line traverses a pleasing and picturesque country.



LASELL GYMNASIUM—WILLIAMS COLLEGE.

Travelers from the west will be interested in the great bridge that spans the Hudson at Mechanicville; those from Saratoga in the same piece of engineering, and in the lovely view of Saratoga Lake, along whose borders the track runs for a considerable distance; those from Troy, in the panorama of busy cities and cultivated fields, as the train climbs out of the valley of the Hudson on the way from Lansingburg to Melrose, with Cohoes across the river, and Troy and Albany in the more distant south. The Troy and Saratoga divisions unite at Johnsonville. There are some pretty views of the Hoosac River just below Hoosick Falls, and of Mount Anthony and its neighbors between Hoosick Falls and Petersburg Junction, and then Old Greylock comes into view. Williamstown appears on the right after crossing the river twice on iron bridges east of Pownal.

Coming from the direction of Boston the scenery includes the full sweep of the grand valley of the Deerfield River for some 30 miles after crossing the Connecticut at Greenfield, and the nine-minute passage of the Hoosac Tunnel, with its novelty, its rumble, and now its brilliant electric light.

Visitors to Saratoga, Lake George, the Adirondacks, Catskills, White Mountains or the sea-shore, should be sure to stop over at Williamstown going or returning.

ON THE HOOSAC RIVER.

Arriving at the railroad station in Williamstown, the traveler will find carriages awaiting him. It is a long half-mile to the main street, over a broad and well-kept road, ascending out of the valley. Turning at right angles, another half-mile, leading past the College grounds, brings the coach to the west-end of the beautiful village.

One who comes to the village at night, and the next morning first sets eyes on his surroundings from the hotel veranda, will express unbounded astonishment. The houses, churches, hotels and college buildings stand as if in the center of a great natural park. There is not a fence in sight, not even a hedge row to divide the beautiful lawns. Rev. Nathaniel H. Egleston of Washington, who has written largely on topics of village improvement, has spent much time in Williamstown, and sees in its broad avenues an example worthy of commendation. The place was one of the first to abolish fences along the streets, and between adjoining estates. The work began nearly twenty years ago, was carried forward with more or less concert of action among the townspeople, and was finished with the help, by night, of some public-spirited though rather lawless students.

Williamstown, as a village, owes not a little of its attractiveness to Cyrus W. Field. Its beautification has been chiefly the restoration of natural conditions

by the removal of artificial incumbrances. With numerous slopes and triple eminences, the opportunity for unobtrusive landscape gardening was unsurpassed. About the time that village improvement began to receive attention, Mr. Field gave $10,000 to Williamstown to be expended in this work. The services of Frederick Law Olmsted were secured, a carefully matured plan for the arrangement of walks, trees and shrubbery was adopted, and the results are now patent. A double row of fine old elms and maples borders each side of the principal street, which has the magnificent width of over 250 feet; and evergreens and young deciduous trees are properly disposed. At the western end of the village, just above the hotels, a miniature park occupies the center of the avenue. The numerous side streets are likewise well kept, with abundance of shade. The shadows of the mountains are ever present. A day seldom passes without exquisite cloud effects, and the very air breathes rest and comfort.

Let the visitor in his imagination walk up to old West College, on the highest ground in the village, and climb to the little unused observatory upon its roof. What a glorious view of the mountains! Square in the north stands the Dome, a wooded summit of perfect dome-like form, seldom visited, but from its comparative isolation, one of the handsomest and most impressive of the visible summits. Nearer the town,

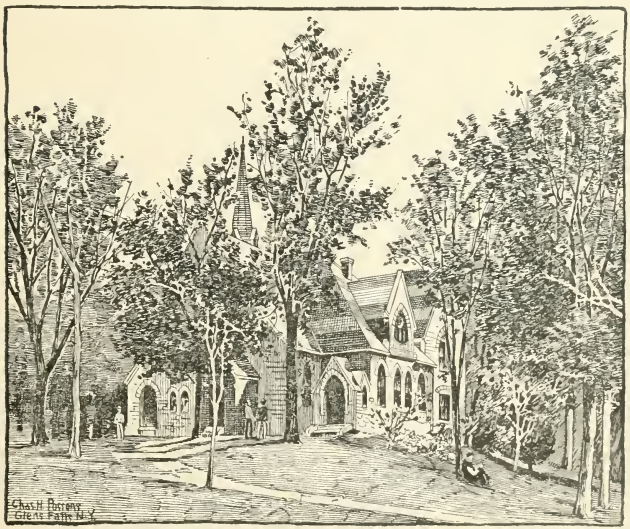
in the northeast, is the long stretch of East Mountain, whose further peak, with an elevation of some 2300 feet, is easily reached from North Adams. Across the valley, to the southeast, rises the Prospect Range, conspicuous for its sheer ascent from the plain, concealing at its further end the summit of old Greylock, but leaving exposed a glimpse of its southern approach. The northern end of Prospect is known as Mt. Williams, for the founder of Williamstown and the College. Next to it is Mt. Fitch, so called from the first college president. These heights were in former days known by the prosaic title of Saddle-back Mountains, from an easily traced resemblance. The southern end of Prospect pitches off with a rapid descent; is met at its base by the foot of Bald Mountain, which rises with a similar front, and behind the two and between them stands old Greylock. The slopes of these three mountains, converging apparently to a common point at their base, form the "Hopper."

Foot-hills of the Greylock range and the nearer Taconics fill the southern horizon, with Stone Hill in the foreground, an easy walk from the village, and one that includes within the range of vision the entire sweep of the northern and eastern heights, from the pass in the northwest through which flows the Hoosac River around to the buttresses of Bald Mountain in the south.

Turn now to the west, where stands the almost unbroken ridge of the Taconic range, forming the boundary between Massachusetts and New York. Two or three eminences rise above the rest. The highest, commonly known as Berlin Mountain, about 2800 feet above the sea, faces the town at the left of the upper end of the principal street. Petersburg Mountain comes next on the right. Further north, at the "corner of the States," where Massachusetts and Vermont together meet the New York line, there is another commanding eminence. Within the borders of Williamstown are also the following peaks of the Taconic range: Mt. Belcher, Leet Hill, Dodd's Cone, McMaster Mountain, Mt. Mills, and the twin peaks called Sabin Heights.

Go where one may the mountains are a permanent feature in the landscape. Nowhere in Williamstown is the sight of them or the inspiring sense of their presence altogether wanting. Rev. Washington Gladden, an Alumnus and Trustee of Williams College, saw them from another point of view as he drove from North Adams, but they were the same noble heights. "We cross the river by the covered bridge beyond Blackinton," Mr. Gladden says in his charming little book, "From the Hub to the Hudson," and soon after ascend an eminence in the road "from which the whole valley opens magnificently. In the west, and

running far to the north are the Taconic Hills, with their swelling slopes and their wavy outlines; between them and the hill on our right, which is a continuation of Mt. Adams, and is known on this side indifferently as Oak Hill and East Mountain, the green valley of the Hoosac narrows to a gorge in the northwest; in the northern horizon the Dome, a noble and symmetrical peak, is built up into the sky; on the south the wooded ridge of Prospect stretches away toward the Hopper, the opening of which is scarcely visible; in the east, beyond the narrow opening between Mt.



THE CHAPEL—WILLIAMS COLLEGE.

Adams and the southern group, the massive battlements of the Hoosac Mountain close the scene. Within this circle of hills a most charming valley is included. Observe the beautiful variety of surface; the natural grouping of the trees upon the slopes; the picturesque and park-like appearance of the whole landscape!"

Mr. Gladden writes poetry in verse as well as in prose. "The Mountains," of which he is the author, is a favorite song of the College boys. The grand scenery of the Berkshire Hills and student life at "Old Williams" are linked in the memory of every graduate of the College, and the poet does not separate them in these melodious stanzas:

O, proudly rise the monarchs of our mountain land,
With their kingly forest robes, to the sky,
Where Alma Mater dwelleth with her chosen band,
Where the peaceful river floweth gently by.

The snows of winter crown them with a crystal crown,
And the fleecy clouds of summer round them cling;
The autumn's scarlet mantle falls in richness down,
And they revel in the garniture of spring.

The mountains! the mountains! we greet them with a song,
Whose echoes, rebounding their woodland heights along,
Shall mingle with anthems that winds and fountains sing,
Till hill and valley gaily, gaily ring.

That Williamstown is the summer home of many of the well-to-do families of the larger cities can excite no surprise. He who goes there once, goes again and takes his wife and children with him. With the utmost ease of access from all directions, not too far from the center of business and yet in the heart of

nature, with all the conveniences of modern life attainable, and as few of the discomforts as are to be found anywhere, this gem of Berkshire County rivals and will soon outstrip Lenox and Stockbridge—towns perhaps more fashionable as yet, certainly developed earlier, but far inferior to Williamstown in natural attractions.

Cottage life and hotel life are each a feature of the summer. Those who come for a few days or a few weeks usually live at the hotels or hire furnished houses. Others have bought farms or building lots with ample grounds on some favorite sites, for the erection of residences of their own. One can not go amiss in choosing a location, for there is scarcely an undesirable outlook in the place.

One must take a carriage to see the places of interest to advantage. Distances in Williamstown verge on the magnificent. Horses and vehicles are kept for hire at very moderate prices by Mr. Thomas McMahon. The usual charge for a "rig" consisting of a horse and carriage with one or two seats, to be driven by the lessee, for a trip to North Adams or South Williamstown, each some five miles distant, is $2. To Bennington, fourteen miles away, $5 will answer. Driving within the bounds of Williamstown is a perfect delight. Some of the hills are steep, but the roadways are always exceptionally smooth, the air is invigorat-

ing and the distant prospects are charming, whether the team heads for the "Bellows Pipe" or "Snow Hole." A half-day may well be spent in the village and its immediate neighborhood.

The following table of drives in and about Williamstown is taken, with slight changes, from that excellent guide, "The Book of Berkshire," published by Clark W. Bryan & Co., of Springfield:

	MILES
To Berlin Mountain,	5
Mason's Hill and return,	8
Bennington, Vt., via Pownal,	14
To "The Notch,"	5
South Williamstown, three roads,	5
Lebanon Springs, via Hancock,	20
Pittsfield, via New Ashford and Lanesboro,	20
Hoosick Falls, N. Y.,	17
East end of Hoosac Tunnel,	14
Notch road to Adams,	7
Same route out, return via North Adams,	18
Bald Mountain, near Greylock,	7
Macomber Hill, near Berlin Mt.,	9
To the "White Oaks,"	2
Pittsfield, via North Adams and Cheshire,	25
Petersburg Mountain,	5
(The "Snow Hole" is 2 miles beyond Petersburg Mountain.)	
North Adams, either by Greylock Village or by Blackinton,	5
The Cascade, in the Notch,	4½
Summit of Greylock, via new road of the Park Association,	9
Around the "Short Oblong,"	5
Around the "Long Oblong,"	9
Mount Lebanon Shaker Village,	22
North Pownal, Vt.,	8
Hoosick Corners,	14
Stamford, Vt., via North Adams,	10
Central Shaft of the Hoosac Tunnel,	9
Adams, via North Adams,	11
New Ashford,	8
To "The Hopper,"	5
Northwest Hill, return via Pownal,	9
Hancock,	13
Mt. Anthony, via Pownal,	12

There are two good roads to South Williamstown, and one of the first drives will be in that direction, going by one road and returning by the other. The west road turns to the south at the top of the hill beyond "The Greylock," crosses Sweet Brook and follows up the valley of this little stream past Cold Spring. Two or three miles out it traverses higher ground, from which there is an uninterrupted view of the western slope of grand old Greylock from its base in the

TORREY'S WOODS.

Hopper to its summit in the sky. No better sight of this monarch of the Massachusetts hills can be obtained than from this point. East Mountain and its neighbors also continue visible, and Berlin Mountain frowns down from an altitude of 2800 feet on the right. The ride homeward will be by the stage road from Pittsfield to Williamstown, following Green river all the way. It is a level stretch, with now and then thick shade and the babbling stream for a delightful companion. At Sweet's Corners, Money brook comes down from the Hopper. "Green river" hardly deserves the name; it is little more than a brook. But Green river it will ever be, for Bryant has immortalized it.

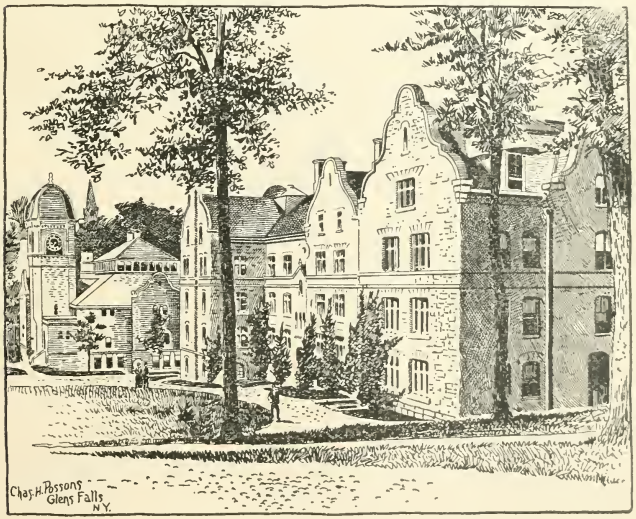
GREEN RIVER.

Its shallows are bright
With colored pebbles and sparkles of light,
And clear the depths where its eddies play,
And dimples deepen and whirl away,
And the plane-tree's speckled arms o'ershoot
The swifter current that mines its root,
Through whose shifting leaves, as you walk the hill,
The quivering glimmer of sun and rill
With a sudden flash on the eye is thrown,
Like the ray that streams from the diamond stone.

A two-mile drive in the opposite direction takes one to the Sand Springs. Go by way of North Street and Moody's Bridge, and return by the railroad station. The springs are beyond a pine grove on the north side of the Hoosac River. They are owned by Foster E. Swift, proprietor of the Wilson House, North Adams,

who will soon build a large hotel on the property. The mineral water of the springs has something more than a local reputation for usefulness in cutaneous diseases. It has a uniform temperature of 74 degrees at all seasons, and has been known to fame for half a century. There are good facilities for bathing. The "White Oaks" settlement, with its neat little chapel as a reminder of the goodness of Prof. Albert Hopkins, is near by.

One main road, with two possible detours, leads from Williamstown to North Adams. The direct route is



MORGAN HALL—WILLIAMS COLLEGE.

through Greylock village, or else through Blackinton, the distance either way being five miles. Lovers, and other romantically inclined persons, always take the "back road." This turns out of the main highway to the right about half a mile from the village of Williamstown, ascends to the high plateau at the northern base of Prospect Mountain, and descends to the river road again at Braytonville. The circuit adds but little to the distance. It furnishes an unsurpassed view of the entire valley. The illumination of the western heavens and of the "Golden Gate" at sunset is often remarkably brilliant. As the road is hilly, the time of the journey may be lengthened enough to excuse any amount of lingering.

The following information regarding roads, streets, bridges and mountain peaks, will be found interesting to visitors to Williamstown :

ROADS.

Ashford Road—From Sabin House to Ashford line.
Hancock Road—From Sabin House to Hancock line.
Sloan Road—From Sabin House to Oblong, in memory of Gen. Samuel Sloan, whose first loghouse stood midway upon it.
Stone Hill Road—From Woodcock road to west end of Gale road.
Green River Road—From Sabin House to east end of Gale road.
Woodcock Road—From Green River road to Oblong, in memory of Nehemiah Woodcock, whose house crowned the highest land on it.
Hopper Road—From Sweet's mill to Bacon's, and beyond.
Potter Road—From Haley's to the Ashford road.
Burchard Road—From Hopper road to brick house, in memory of Samuel Burchard, who built the house.
Hemlock Road—From old John Sherman's to Sabin House.
Bee Hill Road—From old John Sherman's to New York line near Walker's.
Torrey Road—From Hemlock road to junction with Bee Hill road.

Oblong Road—From Torrey road to Hancock road.
Petersburg Road—From Buxton bridge to the Pass.
North West Hill Road—From Buxton bridge to Pownal line.
Gale Road—From north foot of Stone Hill to Green River road.
Blair Road—From Green River road to the right angle.
Stratton Road—From same right angle to Main Street, at Markham's, in memory of Dea. Ebenezer Stratton, who lived and died on it.
Adams Road—From Markham's to the North Adams line, east.
Luce Road—From the Adams road to the "Luce lot," in memory of Capt. Seth Luce.
Paul Road—From the Luce road to North Adams line.
Blackinton Road—From the Adams road at Cook's to the North Adams line in Blackinton.
North Hoosac Road—From the Blackinton road to the Thomas place.
Simonds Road—From Moody bridge to the Pownal line, in memory of Col. Benjamin Simonds, who lived and died on it.
White Oaks Road—From North Hoosac road to Pownal line, up Broad Brook.
Sand Springs Road—From Simonds road to White Oaks road, up Broad Brook.
Bridges Road—From North Hoosac Road to Pine Grove.
Henderson Road—From North Hoosac road to Vermont line, in memory of John Henderson, a Hessian soldier, who built his log hut at the opening of it, east side.
Brook Road—From White Oaks road to Henderson road, east.
Treadwell Hollow Road—From Bee Hill road to Petersburg Pass.
Roaring Brook Road—From Ashford road to Goodell's.

STREETS.

Main Street—From Buxton bridge to Markham's.
Cole Avenue—From Main Street to North Hoosac road, beyond the station.
Water Street—From Main Street to east end of Gale road.
South Street—From Field Park to west end of Gale road.
North Street—From Field Park to Moody bridge.
Bulkley Street—From North Street to North West Hill road.
Park Street—From Main Street to North Street, near Moody bridge.
Whitman Street—From Park Street to North Street.
Hoxsie Street—From Main Street to Latham Street (not yet opened).
Latham Street—From Water Street to Austin's, and on to South Street (when opened).
Spring Street—From Main Street to Latham Street.
Meacham Street—From College bridge to Water Street, past Meacham's.
Bingham Street—From Main Street to the mill-dam.
Southworth Street—From Main Street, northward.
Glen Street—From Main Street at Sabin's to old John Sherman's.
Linden Street—From Cole Avenue, eastward.

Hall Street—From Cole Avenue, eastward.
Front Street—From Cole Avenue, westward.

BRIDGES OVER THE HOOSAC RIVER.

Baker Bridge, (east).
Noble Bridge, (middle).
Moody Bridge, (west).

MOUNTAIN PEAKS.

On the Taconics, from north to south: "Mount Belcher," (so named in 1741); "Leet Hill"; "Dodd's Cone"; "Mount Hopkins"; "McMaster Mountain"; "Mount Mills"; "Sabin Heights."

On East Mountain, from north to south: "Mount Hazen," (from the surveyor who ran the State line over it); "Hudson's Height," (in memory of Captain Seth Hudson); "Mount Emmons"; "Smedley Height."

On the south line of the town: "Stratton Mountain."

On the Greylock group (west lobe): "Simonds Peak," (south end of Prospect); "Bald Mountain"; "Mount Chadbourne," (point overhanging Potter road).

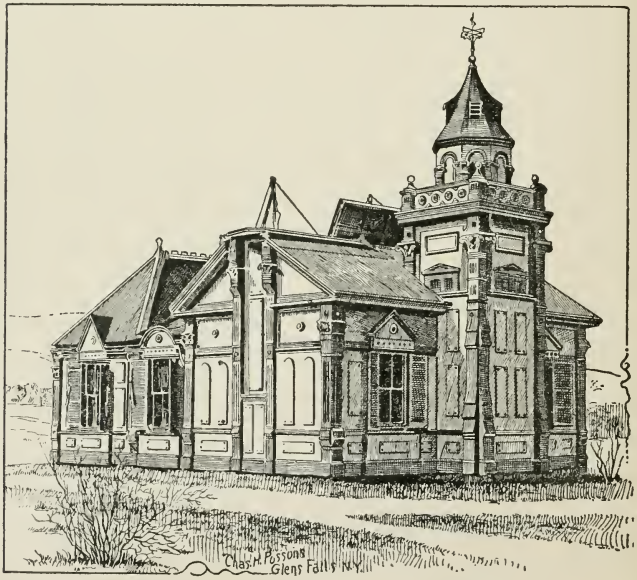
(Middle lobe): "Mount Williams"; "Mount Fitch"; "Greylock"; "Mount Moore"; "Mount Griffin."

A thrifty young elm, planted by Prof. Arthur L. Perry of Williams College, in 1857, stands in the open meadow on the north bank of the Hoosac River, between Greylock and Braytonville. Just thirty years later the Young Men's Christian Association of North Adams, within whose bounds the meadow lies, voted that the elm should thereafter be called "Perry's Elm." It marks a spot that is famous in colonial history—the site of old Fort Massachusetts. No post that figured in the French and Indian wars was ever more gallantly defended than this in the summer of 1746, when Sergeant John Hawks, with 22 men, "held the fort" for twenty-eight hours against 900 of Vaudreuil's Frenchmen and their savage allies. Fort Massachusetts was one of a series of fortifications that

guarded the trail from the settlements in the Connecticut Valley to those of the Hudson and the Mohawk. Its commander for several years after its erection in the summer of 1745 was Captain and Colonel Ephraim Williams, the clear-headed, far-sighted man to whom Williamstown owes its name, and Williams College both its name and existence. The fort commanded the trail which ran along the bank of the Hoosac, and was well situated for the purpose for which it was built, and for which, also, it was rebuilt in 1747, after its surrender by Vaudreuil, August 20, 1746. The French flag—the fleur de lis—floated over it for about two hours on that day, and then it was burned to the ground. Three pieces of artillery of small calibre were mounted on the new fort, which had been taken from Boston to New York by water, thence up the North River to Van der Heyden's Ferry (now Troy), and thence overland and up the Hoosac to the fort. This second fort, which was a block-house like the first, was picketed by Captain Williams, but soon ceased to be of much significance in consequence of the peace of Aix la Chapelle, in 1748; and in the next war was little more than a starting place and base of supplies for the expedition against Ticonderoga and Crown Point. It kept watch and ward over the early settlement of Williamstown, which was made by its soldiers. The capture of Quebec, in 1759, by Wolfe's army,

took the life out of the line of forts, and Captain Isaac Wyman, the last commander of Fort Massachusetts, thereafter raised corn within its pickets.

There is a wild glen about a mile south of the village of Braytonville where the Notch Brook plunges for thirty feet over a jagged precipice. This is known as "The Cascade"—the objective point of many romantic excursions. In the opposite direction, beyond North Adams, hardly a mile from the town, is another terminus of frequent drives. This is the "Natural



FIELD OBSERVATORY—WILLIAMS COLLEGE.

Bridge," an arch of limestone, under which the water of Hudson's Brook has worn a passage. The bridge spans a chasm several rods in length, fifteen feet wide and thirty to sixty feet in depth.

These are the principal drives in the lowlands. After the valley, the mountains. Several of the summits can be reached by carriages and some of them by pedestrians with little fatigue. The passes of the Taconic range afford broad outlooks toward the Hoosac Mountains on the east, and the Catskills beyond the Hudson. A tramp along the crest of Petersburg Mountain for a couple of miles after leaving the carriage in the highway brings the explorer to "Snow Hole," a picturesque ravine, where it is perfectly feasible to play at snow ball on the Fourth of July. The road to Bennington, by way of Pownal, gives a mile or more of rapid ascent, with a grand prospect towards the south. But the Mecca of all excursionists is Greylock.

The supreme eminence of a sea of mountains, Greylock rises in the town of Adams to the height of 3535 feet above the sea. It is the highest point in Massachusetts. Until 1885 it was reached from Williamstown most advantageously by way of the Hopper. A long climb over Bald Mountain by a comparatively easy path still invites the more ambitious. But, thanks to the public spirit of many citizens of North Adams

and Williamstown, a broad mountain road of remarkable excellence now leads to the very crest of the rounded peak. Vehicles of all descriptions, from the single buggy to the tally-ho, make the journey. From an extended description of the mountain with all its surroundings, in the "Book of Berkshire," the following information is drawn:

Starting from Williamstown the route is by the "back road" toward North Adams, and then up into the Notch. Here the new highway strikes off through the forest. The grade is easy all the way; there are no steep ascents, for the building of the road was of the most thorough character. The association took a strip five rods wide, in order that the shade might be maintained, and also that adjoining land-owners, if they should wish to cut their timber, might not be able to encroach upon the drive. From the edge of the Hopper one may look down a thousand feet, its side, steep and rugged, overhung with shrubs and trees and vines. Several land slides have occured on the slopes of the Hopper, one of them 1600 feet in length. The most remarkable one happened in 1784, when a dwelling house was swept away, though the inmates escaped. At Wilbur's Clearing there is a superb outlook to the north and west. Williamstown and the College are sleeping down in the valley, and away beyond are the Taconics on the west, the Green

Mountains to the northeast, and the Hoosac River, as it winds through the meadows and the pass toward Pownal, and so on its way until it is lost in the distance. North Adams is seen occasionally below and a back-ground for miles is the Hoosac range.

Nine miles from Williamstown the excursionist emerges from the woods into an open space at the very summit of Greylock. Parts of five states lie within the range of vision—Massachusetts, Vermont, New York, Connecticut and New Hampshire. In the north are Equinox and Mt. Anthony in Vermont; in the northwest are the prominent peaks of the Taconics; to the east are Monadnock, in New Hampshire, and Wachusett, in plain view, and scores of smaller points, with Mt. Tom and Mt. Holyoke in the Connecticut Valley. In the west are the Adlrondacks and the Helderbergs. Southward the eye takes in the Dome of the Taconics, the southern sentinel of Berkshire, and the fellow-guard with Greylock of the two portals of the county.

If Greylock stood alone in the center of a great plain, or even if the other and somewhat lesser mountains were carried away, its height would be more impressive. Its neighbors detract a good deal from its own glory, and one who looks fully into the breast of the monster pile and then to the summit, from Adams on the east or from the Green river valley on the west,

hardly realizes that he is gazing upward 2800 feet. He who takes a good look upon its forest-covered sides with the gray frost lingering on the spruces which run up the eastern slope almost to the summit, can well agree with the application of the name, which many have asked the reason for, as on a clear winter morning the mountain fairly glistens in the sunlight. It is cold, forbidding and stern except in summer, when its shaded sides invite rest and repose; and its summit, even from a distance, inspires one with the belief that Greylock must, from the very nature of things, be a most charming and sightly retreat.

A drive, requiring the better part of a day, takes one to the top of Hoosac Mountain, or, better yet, over the mountain to the east portal of the tunnel, returning the same way or through the mountain by train. The distance from Williamstown to the summit is about nine miles; to Hoosac Tunnel station, fourteen miles. The ascent of the Hoosac range from either side is abrupt, and the scenery, as one climbs toward the clouds, is second only to that from Greylock. From the eastern crest the range of the eye includes Monadnock and Wachusett, 50 or 60 miles away. The western ridge is 400 feet higher, and 2500 feet above the sea level. It affords a less extensive view, but, in the opinion of most, a more charming one. The first long gaze from the summit, with Greylock a little to the

left, North Adams almost at one's feet, and Williamstown down the valley in the back-ground, with the Taconic range beyond, is never to be forgotten.

Similar views, reaching westward into the valley of the Hudson, and bounded by the Hoosac Mountains on the east, are to be obtained from the Petersburg and Berlin heights of the Taconic chain. Two or three roads lead from Williamstown to the salient points of the range. The drive to Bennington is delightful, especially if one has good company. The road passes under the shadow of Mt. Anthony, whose height may be scaled if time permits. The battle-field of Bennington is near the village of North Bennington, and is reached from Williamstown by rail *via* Hoosac Junction. Visitors will be interested in the battle monument, over 300 feet high, and in other points in the neighborhood. The occupants of a sightly house on the very ground where the Provincials won their victory can boast of living in two states, three counties and four towns. Mason's Hill is a moderate elevation on the north side of the Hoosac River, a conspicuous object, appearing like a smooth rounded knoll. Going the other way the tourist can drive twenty miles or more, through New Ashford and Lanesboro, or through Hancock to Pittsfield, the county seat. A little further yet over the hills, to the southwest, lies the famous Shaker settlement of Leba-

NORTHWEST HILL.

non Springs. Parties are frequently organized for a trip from Williamstown to that interesting community.

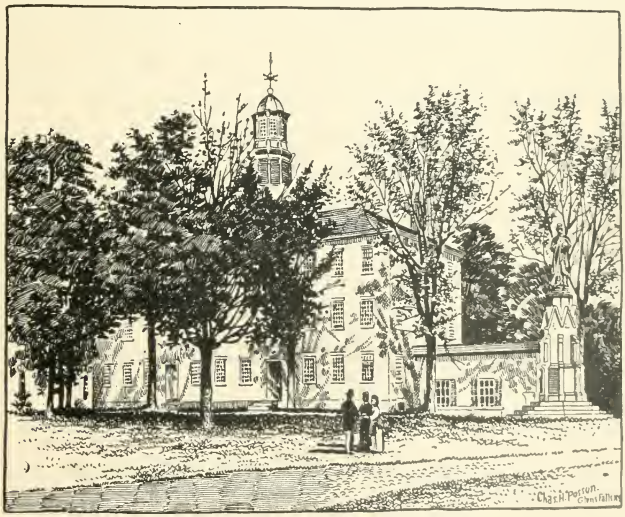
There are several favorite walks about the village and in its immediate vicinity. A stranger will loiter first of all through the College grounds and Mission Park. When ready for a longer stroll he will ascend Stone Hill, or the Cobble, where Williamstown is spread panorama-like beneath him, rest in the rustic summer-house, stroll through the adjoining forest, and descend the other side to Turtle Rock, or search out the beauties of Flora's Glen, or of Ford's Glen and Cold Spring. Then he will essay to climb East Mountain.

Williams College would be worthy of an extended visit if it stood in a wilderness. Having its home among the glorious hills of northern Berkshire, its invitation to a close examination cannot be resisted. During the summer vacation students act as guides to visitors who wish to make a tour of the buildings, and every facility is offered for a thorough inspection. The museum is rich in curiosities, and every department offers much to interest and instruct. It would perhaps, be difficult to say whether Williamstown has made Williams College possible, or the College has given Williamstown its fame. Both theories are perhaps true. Certainly no purer air, no more inspiring scenes, stimulate accurate scholarship or form charac-

ter. Williams College was founded in 1793. Its graduates number over 3100. Among the more prominent sons of "Old Williams" have been President James A. Garfield, who graduated in 1856, and was on his way to visit his Alma Mater when he received his death stroke; Justice Stephen J. Field, of the United States Supreme Court, David Dudley Field and Rev. Dr. Henry M. Field; Governor Emory Washburn, of New York, United States Treasurer James Gilfillan, and Comptroller Alfred C. Chapin, of New York; Presidents Mark Hopkins, Paul A Chadbourne and Franklin Carter of Williams College, Israel W. Andrews of Marietta and John Bascom, late of the University of Wisconsin; President Justin Edwards of Andover Theological Seminary; Professor William D. Whitney of Yale, and many other college professors of eminence; Samuel H. Scudder, the naturalist; Elisha H. Allen, the long-time Hawaiian ambassador to the United States; David A. Wells, Chancellor Erastus C. Benedict, Judges James D. Colt, John Wells, Francis H. Dewey, James M. Barber, and other distinguished jurists of Massachusetts and other states; William Cullen Bryant; Rev. Dr. Samuel I. Prime, Rev. Dr. Robert R. Booth, Rev. Dr. Abbott E. Kittredge, and nearly one thousand other clergymen; Gen. Henry S. Briggs, Dr. Freeman J. Bumstead, and a long list of other men of distinction in the various professions.

The College usually has from 250 to 300 students, with about twenty professors. Catalogues may be obtained by addressing Prof. O. M. Fernall, Secretary of the Faculty.

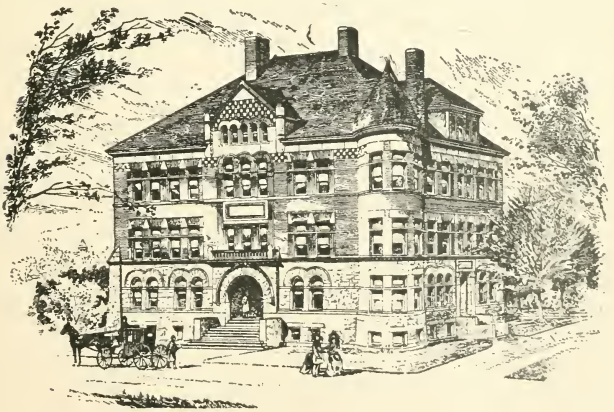
Several of the College buildings are of recent date, and modern in appearance and furnishing. Others have been inhabited by many generations of students. Nearest the hotels stands West College, the oldest of all. This building was erected in 1791, before the incorporation of the College. The institution was opened as a free school, with an endowment from the estate of Col. Ephraim Williams, who died in battle



GRIFFIN HALL—WILLIAMS COLLEGE.

at Lake George in 1755, and a small amount of funds raised in other ways. West College is used for a dormitory. Its neighbor, Kellogg Hall, was built in 1847. On the next hill there are two other dormitories, East College and South College, put up in 1842. Between West College and East College come in order three handsome stone buildings, Morgan Hall, built in 1884, Lasell Gymnasium, in 1885, and the College Chapel, in which is Alumni Hall, in 1859. Lawrence Hall, the library building, has stood on the south side of the grounds, between the chapel and South College, since 1846. It holds some 22,000 volumes. Beyond East College, on the brow of the hill, is Clark Hall, of the prevailing gray limestone structure, where the Wilder mineralogical cabinet is deposited. It was erected in 1881. In range with Clark Hall are the old Astronomical Observatory, which was established in 1836 by Prof. Albert Hopkins, the first college observatory in the country, and in the rear, Jackson Hall, the museum of the Lyceum of Natural History. The new Field Memorial Observatory, with modern instruments, in charge of Prof. T. H. Safford, occupies a sightly open spot across the fields beyond Prof. Perry's residence. All of these buildings are on the south side of Main Street. On the north side, opposite West College, stands the "White House," the residence of President Franklin Carter. The neighboring

elevation, beyond the Congregational Church, is occupied by Goodrich Hall, dating from 1870, Griffin Hall, the old chapel building, in which the College cabinet is lodged, from 1828. Between the Congregational Church and Goodrich Hall is the Mark Hopkins Memorial, erected through the liberality of Frederick F. Thompson and the Alumni of the College, to commemorate the services of Dr. Mark Hopkins, President of Williams College from 1836 to 1872. For these buildings and other benefactions the College cherishes the names of John Z. Goodrich, Amos Lawrence, Edward Clark, Edwin D. Morgan, David Dudley Field, Frederick F. Thompson, and many additional givers of larger or smaller sums, not forgetting the debt of gratitude to Presidents Griffin, Hopkins, Chad-



MARK HOPKINS MEMORIAL—WILLIAMS COLLEGE.

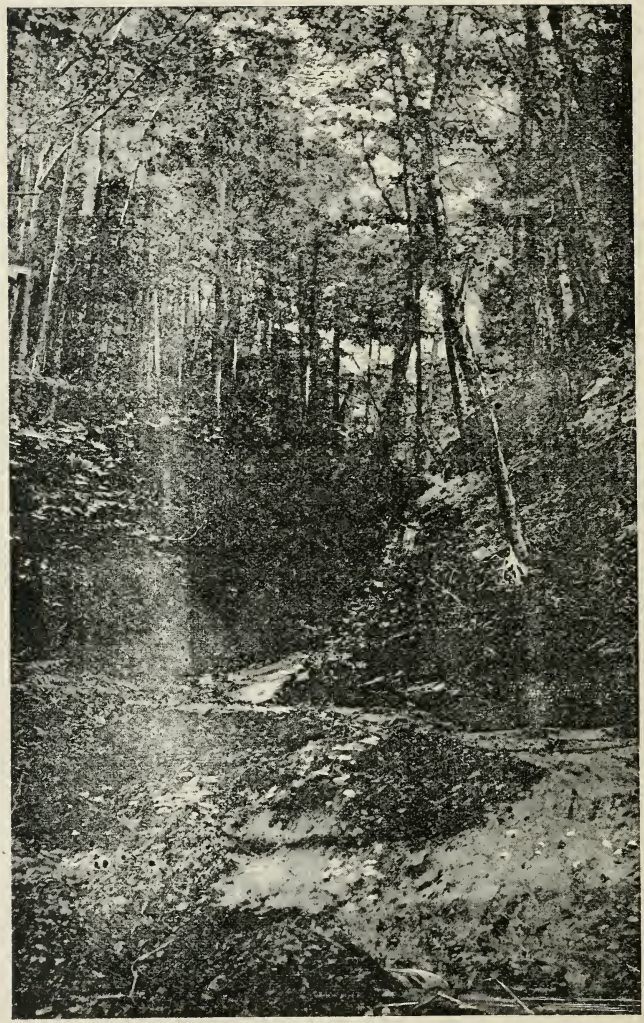
bourne and Carter for their constant devotion to the financial as well as the educational interests of "Old Williams."

Nine secret or Greek letter societies have homes with more or less ample grounds, in different parts of the village. They are known as the Kappa Alpha Lodge, the Sigma Phi Place, the Delta Psi Lodge, and the Chi Psi, Delta Kappa Epsilon, Phi Delta Theta, Zeta Psi, Alpha Delta Phi and Delta Upsilon Houses. Some of these chapter houses are gems of substantial and attractive architecture, the more noteworthy being the Sigma Phi Place, between the Congregational Church and Goodrich Hall, the Chi Psi, adjoining West College, the Alpha Delta Phi House, east of Taconic Inn, and the Delta Psi and Kappa Alpha Lodges, on opposite sides of Main Street, north and south of Field Park.

Mission Park is a famous part of the College property. It lies on the northern side of the village, sloping toward the Hoosac River, beyond the residence of the late Dr. Hopkins. A unique stone monument, consisting of a globe surmounting a simple shaft, in the midst of dense evergreen shrubbery, marks the birthplace of the foreign missionary work of the American Board. There, in 1806, a number of students met under a haystack for prayer and consultation, and from that meeting dates a new era of evangelistic zeal.

A spare hour may be given to the recesses of Ford's Glen, on Northwest Hill, and the deeper Flora's Glen, in the direction of Cold Spring. There is little water in the streams which course through these retreats, but the shade is dense and the opportunities for gallantry, if there are ladies in the party, are numerous enough. From either Stone Hill or the Cobble, south of the village, the entire valley lies spread out like a picture in rich color, with harmonious light and shade. The more distant Northwest Hill is higher, and affords an even broader range of vision.

Visitors, whether for longer or shorter stays, will find accommodations adapted to their various purposes. First of all the hotels. "The Greylock," at the corner of Main and North Streets, is under the management of F. K. McLaughlin. It is a modern structure of about 95 rooms, facing east, south and west, with broad piazzas, spacious parlors, and such conveniences as electric bells, running cold spring water, bath-rooms, telegraph, tennis courts, and the like. The building is four stories in height, and its liberal proportions are amplified by the commanding site. Coaches run to all trains, and carriages, with or without drivers, may be found at the stables connected with the hotel. The terms for board correspond with those of the best hotels in the large cities, ranging from $15.00 to $21.00 per week, or $3.00 to $3.50 per day.



FLORA'S GLEN.

Directly across the street is the Taconic Inn, under the same management as "The Greylock." The rooms in the Taconic, some 50 in number, front the north, east or south. The Inn is three stories high, has a spacious veranda, and is blessed with an abundance of magnificent shade, as becomes a house with several generations of deserved popularity for part of its stock in trade. The Inn is open all the year, and has become a comfortable resort to enjoy the sleighing and other winter sports. It has been rebuilt, enlarged and wholly refurnished, has every modern improvement, including open fire-places, gas and steam heat, and is thoroughly home-like. The rates are $3.00 to $3.50 per day, or $12.50 to $21.00 per week. A livery stable is connected with the house and coaches run to the station. The owner is Col. A. D. Bullock, of Cincinnati. Mr. Bullock has other real estate in Williamstown, and is paying no little attention to the various interests of the place.

Several cottages are at the disposal of the hotels, so that each is able to accommodate 100 to 175 guests.

Numerous families take boarders during the summer or furnish lodgings for guests who dine at the hotels. Their terms are generally reasonable. In fact, the accommodation of boarders is a well recognized Williamstown industry

The hotels and principal boarding houses, with their accommodations, are as follows :

Taconic Inn, Main Street, fifty rooms, remodelled and entirely refurnished with every improvement; $3.00 to $3.50 per day; $12.50 to $21.00 per week.

"The Greylock," Main and North Streets, ninety-five rooms, with modern improvements, large parlors and dining-room, in a commanding situation; $3.00 to $3.50 per day, $15.00 to $21.00 per week. Can care for 150 to 175 people.

Misses Bardwell, Main Street, fifteen rooms; table board for those who room elsewhere.

Mrs. G. B. Wheeler, Main Street, twelve rooms; table board for lodgers elsewhere.

Mrs. J. Hosford, Main Street, boarding.

C. Hickox, Bee Hill, boarding.

Mrs. James Goodrich, Northwest Hill, boarding.

Rooms can be secured for longer or shorter periods of the following people, meals being obtained at the hotels or at the boarding houses above mentioned:

Thomas McMahon, corner Main and South Streets, adjoining the Taconic Inn and opposite "The Greylock;" nine rooms, for the summer.

William C. Hart, South Street, near the Taconic Inn and "The Greylock;" five rooms.

Mrs. Paige, Glen Street, four rooms.

M. P. Noel, Glen Street; ten rooms, for twelve weeks.

L. E. Noyes, Glen Street; three rooms.

Charles A. Mills, South Williamstown; four rooms, July 1 to September 15.

Sabin House, South Williamstown, a quaint old hostelry; about a dozen rooms.

Furnished houses can be secured for the months of July and August, and in some instances for longer terms. The season extends from June 1 to November 1. September and October are usually clear, mellow and delightful Brighter foliage than covers the hills

and valleys of northern Berkshire after the first blush of autumn is nowhere to be found. Those who rent their rooms, however, are apt to want possession after the beginning of the College year, early in September, as well as before Commencement, the last week in June, so that leases are generally restricted to July and August. Very commodious and convenient residences in eligible situations in the village or just on the outskirts, with six to twelve or fourteen rooms, and every home comfort, may be rented, furnished, at from $100 to $250 per month. Further out the cost is less.

To those desiring to build for summer residences or for permanent homes, Williamstown holds out many attractions. It may be added to what has been said already that scores of sightly spots are as yet unoccupied. Available house lots, with room for broad grounds, may be obtained within a short distance of the village; while further away, on the slopes of the hills, in any direction, whole farms are to be had for a consideration. Several farms have passed into the possession of city people within two or three years. The cost of real estate is determined partly by its nearness to the village and partly by its commanding more or less extensive views. Within a mile of the town land ranges in value from $50 to $300 per acre. Farms are offered at $50 an acre and upward.

Among the people owning summer homes in this

HOOSAC MOUNTAINS—FITCHBURG RAILROAD.

beautiful Berkshire village we note the following: N. H. Sabin, New York; Samuel P. Blagden, New York; E. M. Jerome, New York; John B. Gale, Troy; Col. A. D Bullock, Cincinnati; James W. Bullock, Cincinnati; Lawrence Hopkins, New York; Rev. Henry Hopkins, Kansas City; Frederick Leake, New York; W. H. Doughty, Troy; Mr. Harrison, Milwaukee; Mr. Howland, New York.

Running water has been brought from Cold spring, on the Back road to South Williamstown, for a number of years, and a large additional supply is now brought from Prospect Mountain Its quality is excellent, and the quantity is sufficient for all reasonable wants of the community for years to come. The new connection gives enough fall in the street mains to carry the water to any place in the village or outskirts where buildings are like to go up.

An electric light company has been organized, and it is intended to introduce both the arc and incandescent systems. The village is also supplied with gas.

Taxes are levied at a reasonable rate on a moderate valuation. The charge has usually been about $12.50 per $1000, or 1¼ per cent. of the assessed value. There is no reason to look for a higher rate than 1¼ to 1 3-10 per cent.

While the winters are cold, the temperature is modified by the extreme dryness of the air. Both spring

and autumn are apt to be comparatively late. The observations of a series of years show a mean temperature of about 67° in summer, 23° in winter and 45° for the year. The elevation of the village being 708 feet above the sea, the air is never stagnant. Fresh breezes come down from the mountains, and the nights are almost invariably cool, even in mid-summer.

There are no better roads in all New England. Williamstown's good name for irreproachable highways is known far and wide. And a convenience appreciated by all drivers is the system of guide-boards directing the way to all points.

Williams College is an important element in the life of the town. Most of the professors have families and the society is choice and refined. There is a well-conducted and growing public library. Lectures of a high grade are provided every winter by the College authorities and the town's-people usually have the advantage of them. There are large Congregational, Methodist and Roman Catholic churches and a smaller Episcopal church. The town supports a High School and a Grammar School in the village, and district schools elsewhere.

Farming, sheep-raising and the breeding of fine horses are the principal industries. There is a large cotton-mill near the railroad station. The population of the town was 3394 in 1880 and 3729 in 1885.

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There are well-appointed laboratories and observatories for training in Astronomy, Biology, Chemistry and Physics, and the work in them is designed to be exact and thorough; but the College aims to be neither a Technical School nor a University. It desires to give a broad and general training, suitable as a basis for either a professional career or business life.

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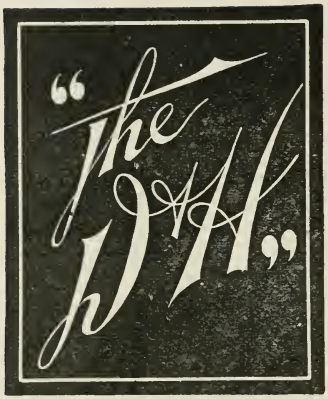

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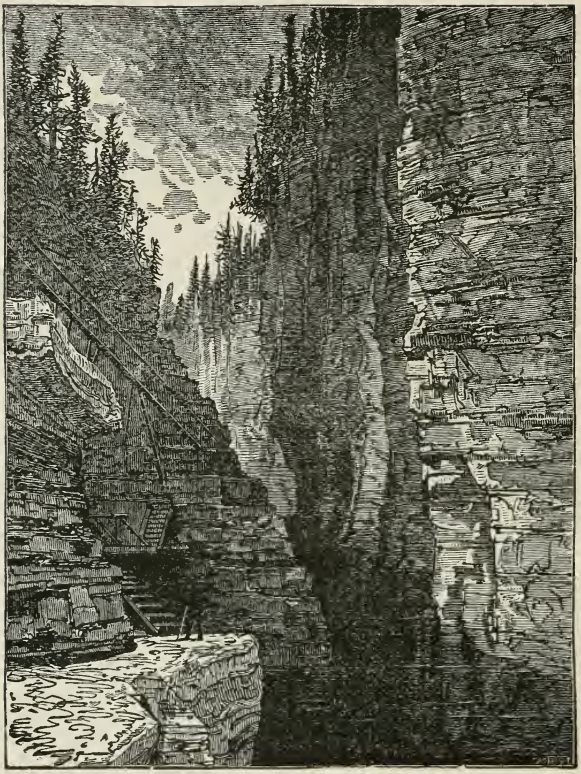

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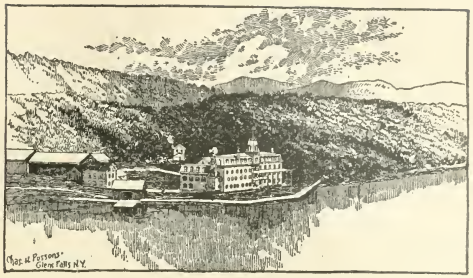

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